

I believe that it is essential for public transportation to be reliable and affordable for all Americans. Many seniors in my district rely on public transportation solely, and it is important that it remain accessible to them. In addition, development must occur in an intelligent way, with consideration as to ways in which it will affect a given area, as well as how it will impact traffic and other areas.

I firmly support the approach taken in the Passenger Rail Investment and Improvement Act of 2008, which would have increased grants available to rail systems and provided funds for high-speed rail networks. I co-sponsored the successful effort by Congressman John Mica (FL-7) that directs the Secretary of Transportation to solicit proposals for projects for the financing, design, construction, and operation of an initial high-speed rail system that will run through Philadelphia on the way from Washington, DC to New York City.

Making a greater investment in railways is an essential investment in the infrastructure stability of our nation. The American Public Transportation Association (APTA) recently made clear that we can expect even greater demands to be placed on our mass transit systems if gas prices do not decrease. We must allocate the necessary resources to support more use of railways and public transportation on the whole and to make these systems more efficient.

Unfortunately, the FAA's plan to make necessary improvements to our national air transport system, including the NY/NJ/PHL airspace redesign proposal does not fit into the safe, efficient, intermodal approach we need. It has been insufficient to start, and plagued by reports of such inadequate management and inept leadership. In 2003, streamlining legislation gave the FAA exclusive authority to determine the objectives and options to be studied and implemented. That legislation complicated local government's ability to have a voice in the outcome of this effort. Since that time a GAO study has found that the airspace redesign will save 18 seconds of

delay per takeoff.

On the other hand, a report by Rowan University has demonstrated the benefits of increasing regional airport use. If we move just 10 percent of Philadelphia's demand to Atlantic City, the savings are an average of 14 minutes less delay, and the cost is only \$1 million, whereas the FAA says its plan would reduce delays by only 3.2 minutes in 2011 and ultimately cost more than \$9 billion.

Furthermore, studies show an increased risk of cardiovascular disease and the loss of one year of a student's K-12 education for those living in the areas where aircraft noise is being multiplied to unacceptable levels under new flight paths. We cannot continue to spend taxpayer money on an irresponsible plan that threatens the health and well being of our children.